

SERIOUS GASOLINE SHORTAGE IN 1917 SAY MINING FOLKS

American Institute of Mining Engineers Hears Talk on Decrease in Oil

GLOBE, Ariz., Oct. 14.—A serious gasoline shortage in the Pacific coast, the effect of which would extend throughout the entire country during the next year, was predicted here during the closing sessions of the convention of the American Institute of Mining Engineers.

W. R. Hamilton of San Francisco presented the gasoline industry data to the engineers. According to Mr. Hamilton, the only possible means of increasing gasoline production are by the increased production of either light oil or casing-head gasoline, lowering the grade of market gasoline, or by successful innovations in refining methods. Most of these solutions Mr. Hamilton explained as impracticable in the immediate future, although he said that by lowering the grade of gasoline production could be increased from 30 to 50 per cent. He attributed the future gasoline shortage to decreased production of refinable oil (the decrease amounting to 6,000,000 barrels in 1915), steadily increasing consumption, the discontinuance of imports and heavy exports due to the European war demands.

Discussing the value of chemistry to the coal mining industry, Edwin M. Chance declared in a paper read at the meeting that Americans have in the past been purchasing coal on its looks rather than because of its heating power. He made public results of experiments which showed dull appearing coal to have better heating and burning properties than the bright coals which have formerly demanded premiums in the market. It is said that this discovery will greatly help to offset the cost of coal production without materially increasing the costs to the consumer.

The engineers left Globe in a hundred automobiles for a day's tour of the Apache Trail and an inspection of the Roosevelt Dam, probably the greatest engineering feat of its kind in the world. The trip was resumed by special train at Phoenix and Sunday was spent at Grand Canyon. Since its start from New York City on September 14 the Eastern party has visited practically every important mining center of the Southwest.

FINE EMERY DUST FOR LAPPING PISTONS

Various substances can be used for lapping pistons and among them are fine emery dust, ground glass and broken stone. The last named gives better results than the others. When the glass is used there is a chance for some of it to become imbedded in the piston or cylinder metal. Drivers of racing cars in preparing their motors for a race usually employ the broken stone, using emery only when the work must be done quickly. A little cylinder oil is mixed with the stone so as to form a thin paste.

A Goodyear Tire & Rubber Company representative tells of a novel race reported recently by a dispatch rider in one of the Eastern campaigns, in which a motorcycle and an ostrich competed for supremacy—a variation

OLD DOBBIN IS LOSING OUT IN GOLDEN STATE

Ranchers Use Motor Cars for Hauling; One Man Hauls Hay With Maxwell Car

Old Dobbin, through the progressiveness of the California rancher, is passing out. In that great commonwealth much of the work done on the ranches, both in the central valleys and in the mountain counties, which in the past has been accomplished chiefly with the horse, is now being done in the more modern way with the motor car.

California's farmers, from the beginning of the auto industry in the West, have been the most important factors in creating and maintaining the prosperity of the motor car business. The fact that California's annual crops are usually of the "bumper" variety, accounts in a large measure for the tremendous and continuous growth of the automobile business in that state. The prosperity of the farmer there has always been reflected in the prosperity of the automobile business.

Varied as the farm and dairy products of California are the uses to which the rancher of that state puts the automobile. They extend from the most common usage of providing pleasure for the rancher's family and hauling crops to market, to towing other farm vehicles, operating farm machinery and actually furnishing the motive power for the self-operating milking machines. During each succeeding season some new and ingenious uses are made of the motor car—some calling for sheer strength of the car's materials; others simply for a clever application of the engine's power.

John R. Leland, a prosperous rancher of the Santa Cruz mountains, furnishes a striking example of the uses to which the rancher puts his motor car. During the past haying season Leland hauled all of his hay from the fields to the stacks, a distance of nearly one mile, with the aid of his Maxwell 25 touring car. Leland would load the cut hay on an ordinary hay wagon, then tow the latter from the field with his Maxwell. Leland has many other uses for his car and states that he would be absolutely at a loss without his machine while at work on the ranch.

MAKE SPARK GAPS OF SHORTER SPACE

A common complaint with the small-bore six-cylinder motor is difficulty to obtain proper idling. This trouble is almost invariably attributed to the carburetor. However, the condition is usually due to the spark plug gaps being set too close. This will cause the motor to roll while idling, this condition being very similar to that of the motor loading. By increasing the spark plug gap and cleaning the plugs the desired results can be obtained.

of the old time county fair horse and ostrich race. While riding along one day the soldier came up with a stray ostrich that undoubtedly had never spied a motorcycle before, and decided to give the thing the "once over." He kept pace for a while but gave up the chase when the rider opened the machine out full.

AEROPLANE TAXI

It seems probable, says the New York correspondent of the Pall Mall Gazette, that America will lead the way in putting aeroplanes on a taxi cab basis.

One day the luxurious New Yorker may just step outside his door and whistle, and an aeroplane may gracefully alight on his front garden lawn.

At any rate, some such idea as this is behind a contract which has just been signed between the American Trans-Oceanic Company formed by Rodman Wanamaker, to carry out his plans for an aeroplane flight between the United States and England, and the Curtiss Aeroplane Company, for the sole agency of its aeroplanes, flying boats, and motors in Greater New York.

If the ideas of the originators of the scheme prove feasible, it will be possible within a few months to hire an aeroplane as one would a taxicab for a trip of any distance, or the man who owns a machine may fly to his business in the city every morning, dock his flying boat at the landing of the company, have it put in a hangar for him, and call for it when he is ready to wing his way homeward at evening.

Vision of the Future
"Mr. Wanamaker believes that aviation will soon be the chief method of transportation," Mr. Gash, the man-

ager of the new enterprise, said during an interview.

"He can close eyes and see aeroplanes flying about as you see automobiles on the street. He believes, as everyone connected with aviation does, that in a short time we will have regular lines of aerial travel between cities, and that sportsmen will add flying machines to their automobiles and yachts for getting about quickly and safely."

"Mr. Wanamaker intends to be ready to serve the demand that such conditions will produce. For an illustration, suppose a client wanted an aeroplane for a trip to Boston. He can telephone to us to send him a flying boat at such an hour, and it will be there. The owner of a flying machine can fly from his country home, land at our quarters, turn his machine over to an attendant, and order it kept for him until evening, when he will fly home again."

"Of course, the idea behind this is a general passenger service by aeroplanes. It is not visionary to talk of running scheduled flights to Albany, Philadelphia, Boston, or even London, and this is the first step."

Plans for the new American aeroplane in which an attempt will be made to cross the Atlantic, are still under way, Mr. Gash said. The giant triplane will probably not be ready until late this year, and the flight may not be made until 1917.

FAD AND FANCY FOR MOTORIST

Novelties in Hats, Wraps and Accessories Designed for Automobile Use

Attractive suits for touring are made of suede cloth. The material is soft and pliable as a glove, light and very warm. One suit made of lead green suede cloth is particularly attractive on account of its moleskin trimming. The skirt is of medium fullness, with a four-inch band of the fur around the bottom. The coat is a full ragland type, with a monk's collar and deep cuffs of the fur. Fur buttons finish the front of the coat and are also used for the girdle, which confines the crepe shirt waist of the same shade of green as the dress material. The hat worn with the suit is a green felt tricorne. A fur button holds the turned-up brim at the right side, while a gray fancy is caught with a fur button at the left.

Mauve beaver leather bags are fashionable. They are fitted with toilet articles of cloudy amber and the lining is of mauve moire silk. The bags are fitted with vacuum mirrors that can be fastened to a window or any woodwork.

Woolly ratine is a material popular for traveling garments for small travelers. It is used for the coat, cap and muff, all of which are lined with rosebud taffeta. The cap and muff have pompon ornaments made of the cloth and white silk cord. Cord frogs are used to fasten the coat and a satin ribbon ruche and ties finish the cap.

Bronze velour de laine is used in one of the smartest coats of the season. It is made with the full skirt gathered into a semi-fitted waist; a wide fur girdle edged on either side with silk cord trimmings finishes the waist. A square inset yoke of the fur, with a military collar, is ornamented with the cord trimming. Two military ornaments fasten the coat across the front and fur cuffs finish the sleeves. Seal fur is used.

Fleece lined white sweaters bob up each season for extra use and are always welcome. This year they are prettier than ever owing to the turn-back trimming for collar, cuffs and banding, showing the fleece side. They are buttoned down the front with large pearl buttons.

Another welcome revival is that of the Australian blanket coat. It is

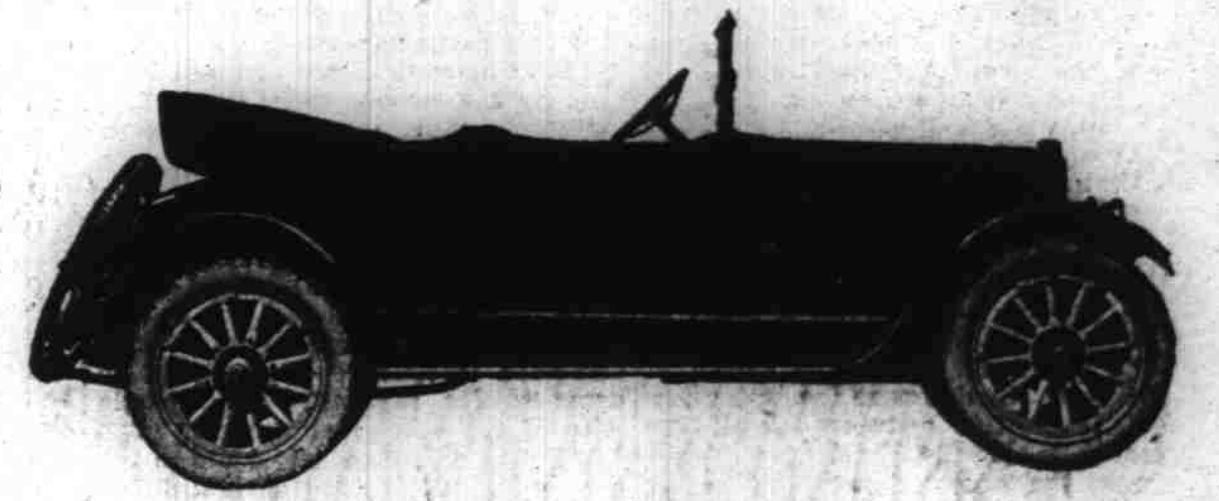
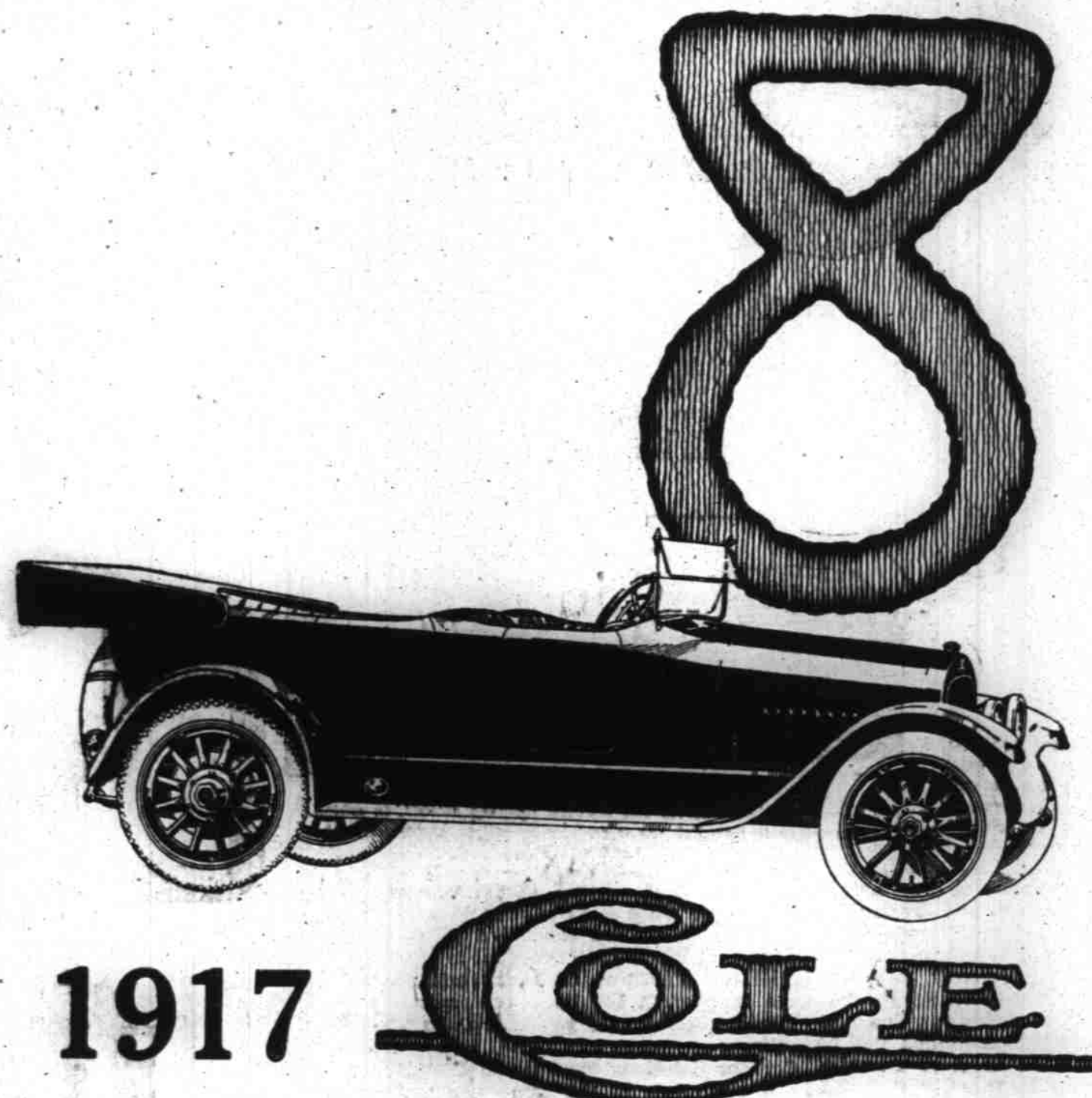
very light and soft and the colors and designs are fascinating. The coat is of three-quarters length and has a girdle belt and a high convertible collar.

French sailors of hatters' plush are among the smart new autumn hats. They are simply trimmed with wide bands of silk braid which knot close at the crown and then form flat bows that lie upon the down turned brims on the right sides. With these hats the shaded veils are worn in bright coloring.

NEW HAMPSHIRE LICENSE FEES

New Hampshire motor vehicle owners will pay into the state treasury this year upwards of \$325,000. Up to date the fees have run above \$300,000, while last year they reached \$257,000. More than 16,000 cars have been registered this year and about 1600 of them, or 10 per cent, are those of nonresidents. Last year visiting motorists paid more than \$15,000 into the state treasury. As September and October are good touring months many more visitors are expected in the state and as the limit is but ten days for them the fund is bound to swell.

A verdict for \$2,000 was awarded Lucille Tompkins of New York, who sued Edward Yale for \$50,000 for the Australian blanket coat. It is a breach of promise.



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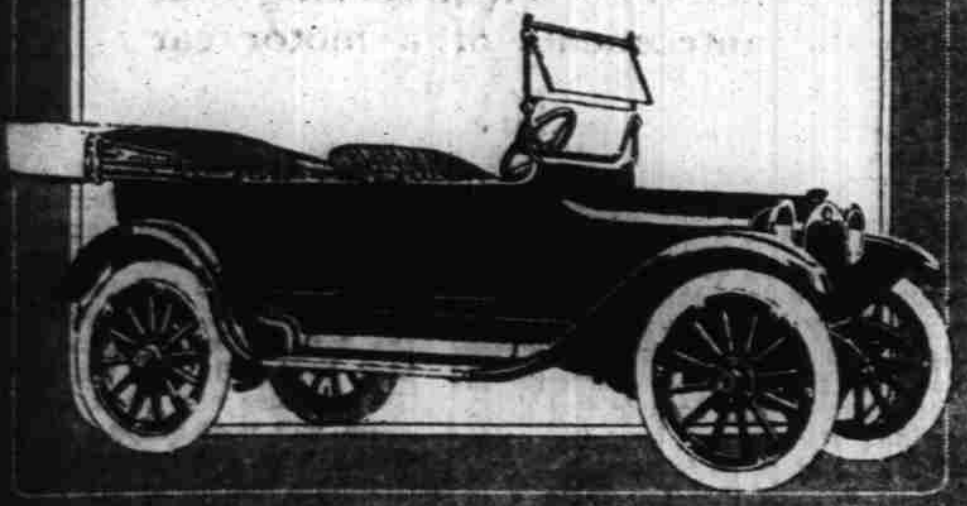
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